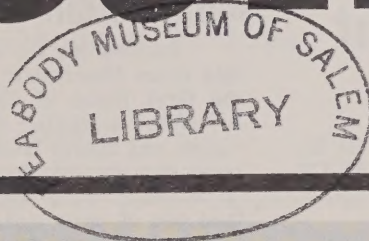


Twice a Month



messing about in BOATS

Volume 1 ~ Number 17



January 15, 1984





messing about in BOATS

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Our Next Issue

... will go into the mail about January 20th. Subscription orders received before that date will begin with that issue, #18, unless otherwise requested. You may order back issues as part of your subscription, from Issue #3 on through #10, and from #13 to present. #1, #2, #3, #11 and #12 are now all gone.

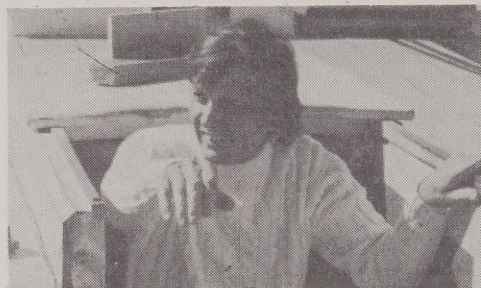
In the Next Issue

... we will follow up on this issue's look at the DN iceboat as built by Ken Bauser with a look at a 5 meter Challenger built in glass by Dan Sheehan, along with Dan's comments on wood vs. glass in these, and other (he builds glass canoes to traditional designs) boats. We'll have a look at Howard Mittleman's North River Boats from over in Albany, some more on sea kayaking (and any small boating) activity in winter waters, and a look at another camper/cruiser following up on our earlier series with the input we've been getting from readers. Maybe one or two more things too. . .

On the Cover

... the Mainville family rowing crew in action, in a boat designed and built by Chuck Mainville for both racing and cruising under oar. Full story in this issue.

Commentary



BOB HICKS



Just before we went to press with this issue (December 21st) we received the first issue of Chuck Sutherland's ANorAK Newsletter for sea kayakers. Chuck was deeply troubled that his first issue had the unfortunate duty to report on the death of his very first subscriber (and one of ours too), Brian Insley, in stormy conditions out on Lake Winnebago the end of October. In our next issue we will publish some of Chuck's commentary on this tragic happening, as it illustrates the dangers of "braving" the elements in a small boat inadequately prepared.

In our last issue, on the cover, we pictured some boats in the February Snow Row race in Hull, Mass. and suggested that people do indeed go out in small boats in winter, and that we'd like to hear from them. We still would. But it seemed appropriate, in view of the Insley tragedy to pay some attention to the seriousness of getting into trouble on winter waters.

Brian Insley was a sea kayaker. He went out alone on the lake into the teeth of a fall gale, and disappeared. His body was found the next day. The sea kayak presents an image of adventurousness, at the top of that game are people who paddle around Greenland or Labrador, or Australia, or across the Caribbean. The peaks to be scaled are considerable in scale, yet anyone at all can go buy one of these exciting craft and go forth on his own local adventures. This applies to other small boats too, of course, but the sea kayak has an especially strong aura of "expedition" about it. Those who promote the sport, such as Chuck, are most concerned about inadequate training, planning, equipment for novices. It is too easy, once the basic paddling, and getting in and out skills are acquired, to rush off into adventure that could be over one's head. Unlike many other small craft, the kayak is not particularly stable a platform on the water, and it's easy to fall out, hard to get back in. So, playing that game in winter waters can be dangerous indeed.

Falling out of ANY boat in winter

is very bad news. The Snow Row is run only because the Coast Guard is right there and anyone falling in will be picked within the minute, before the hypothermia begins serious effects. So this can be sort of a fun event in an uncomfortable way, with a certain security of nearly instant rescue should one get into trouble.

Anyone tempted to go out on the water in winter should certainly not go alone. Perhaps a companion might not have been of help to Brian, nobody knows (at least not yet) the circumstances surrounding his fate. But, if several boats are together, it is unlikely that ALL will get into trouble, and so any one that does can count on some assistance soon.

Last January some of us in a half dozen boats with a dozen people went out of Manchester harbor to Misery Island in Salem Sound. We had a nice day. It was sunny, 40 degrees, little wind. The couple of miles were mostly sheltered from the open ocean by a headland and the island itself. We all rowed or paddled, save for one in a sailing dinghy. We held pretty close grouping, not all at once, but most, and anyone who might have gotten into trouble would have had help at hand in boats capable of picking up a person from the water safely. Choice of weather, place, and company made it work. It was great, no other boats were out at all. The island was ours alone. We lunched there and headed back early enough to avoid being out as the sun set. In all a safe outing despite the time of year and water temperature.

Why bother to even go out? It can be most dangerous, and is bound to be uncomfortable. It's the adventure of it, I think. We're surrounded today by the admonitions of the high priests of safety. It's, "Have a safe time," not, "Have a great time." People aren't all fearful of adversity, some enjoy the challenge. What they do need to do on winter waters is to take care, companions, and equipment necessary for survival, and choose the time and place to minimize real peril. Then it can be exhilarating sport.



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A BI-WEEKLY NEWSLETTER FOR THOSE WHO ENJOY MESSING ABOUT IN BOATS!

January 5, 1984

To Maritime Museums & Associations:

This sample copy of our current issue includes a feature article we developed with the cooperation of the Moosehead Marine Museum on their efforts at restoration of the lake steamer KATAHDIN. Past issues have carried extensive coverage of activities and events at the Mystic Seaport Museum, as well as articles about events organized by the Custom House Museum of Newburyport, MA, The New England Historic Seaport, the Maine Maritime Museum, and Connecticut River Foundation.

I'd like to encourage you to put us on your mailing list for news releases about activities, events, programs of interest to people who enjoy messing about in boats, if you have not already done so. Further if you have special events in mind, try to inform me at the earliest possible date so I can include them in my calendar as early as possible. In some cases I would be interested in personally attending such occasions in order to report upon them.

If you feel it would be useful to you to receive MESSING ABOUT IN BOATS regularly, I have included at the bottom of this letter a subscription order form.

Sincerely yours,

Bob Hicks
Editor

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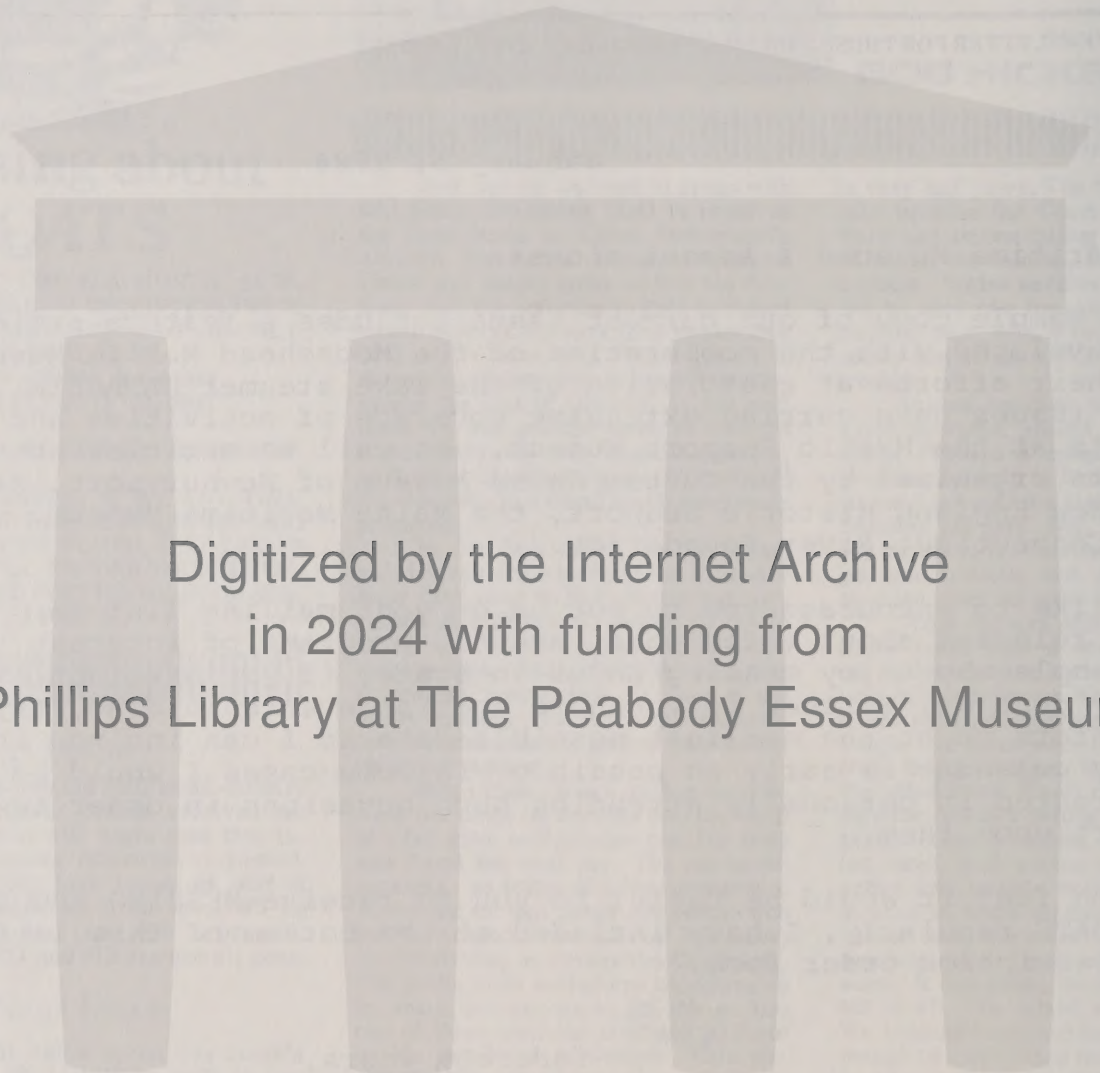
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What directed our attention toward ice boats were some photos of lovely wooden DN iceboats built by Ken Bauser of Aquatec Boats in Morris, CT. Ken also builds several other "real" boats, but the DN is something a bit unique. The term "iceboat" establishes to our satisfaction that this sort of craft fits within our purview of messing about in boats. We learned also that these craft are referred to by those who love them as "ice-yachts." The national association which oversees DN class racing is known as an, "Ice Yacht" racing association. Here in New England, a group called the New England Ice Yacht Racing Association exists. Later on in winter we expect to attend a couple of these events to get a first hand look at this sort of "boating."

Back to Ken Bauser and Aquatec. Ken builds his DN's out of wood because they have to be wooden by the rules. He uses plywood and West System epoxy resin in construction. The search for lightness within the dimensions established by the class rules has led Ken into some pretty complex structures, thin panels of plywood made rigid with internal box structures. Ken says the "fuselage" of his DN has lost 20 pounds in the two years he has been building them. Over a run of ten craft, he cut the weight from the 50 pound area down into the 30's, while retaining the necessary strength.

Ice boats are subjected to a lot of stress, they get up to 50 mph or so (for the relatively small DN) on a reach or to weather and this applies downward force on the mast step in excess of 1000 (that's one-thousand) pounds. This onto a 35 pound fuselage. (I kept calling it a hull, but that's not the right jargon). When the boat hikes, lifting one rear runner in a way similar to the heeling of a sailboat (actually more like a Hobie Cat at speed) the stress is even more. But, according to Ken, the speed is less. Keeping all three runners on the ice is most efficient.

We won't go into any sort of exhaustive explanation of why an iceboat works as it does here, how would we know? But, summing up, the almost zero drag on the runners permit the ice boat to travel at speeds up around three times the windspeed. The slowest tack is downwind, obviously the boat then cannot exceed windspeed. But on a reach or even close hauled, the aerodynamics of the sail and wind take over and the pressure differential on the airfoil shape of the sail create sufficient force to move the boat faster and faster and faster. The big yachts of yesteryear turned in speeds well over 100 mph in good conditions. So this is a whole magnitude of experience upward from conventional "wet" water sailing.

Iceboating might be viewed as a winter activity for summer sailors, and there is some of this, but many iceboaters do not have anything to do with other sorts of boats. It is a sport sufficient unto itself and has its own specific peculiarities that must be dealt with. It is heavily oriented towards racing, with a number of different classes of boat. It is a sport very dependent on the weather, far more than the summer boating. Ice conditions



Ken Bauser and the DN Iceboat

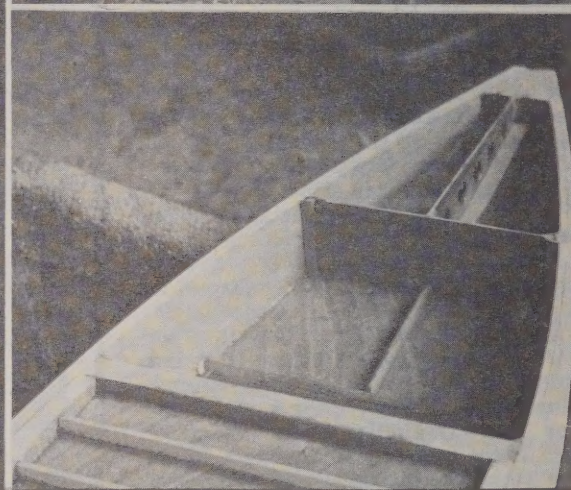
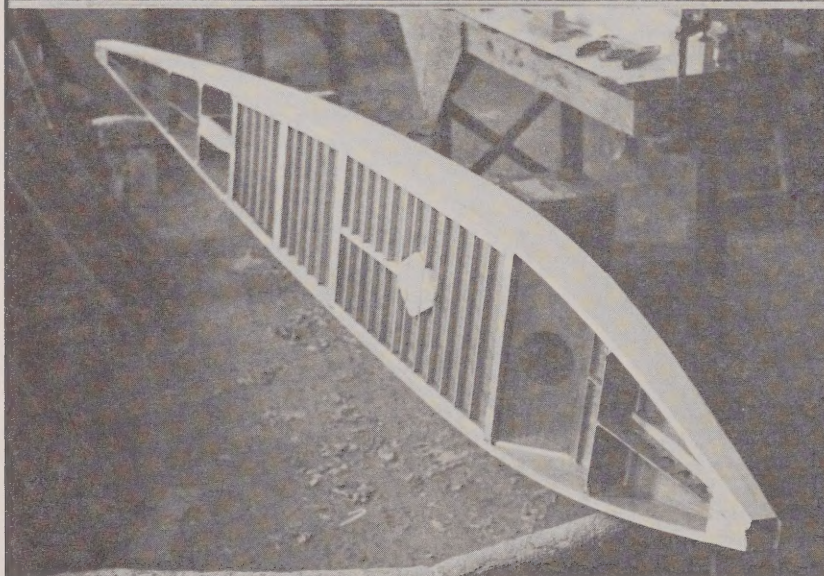
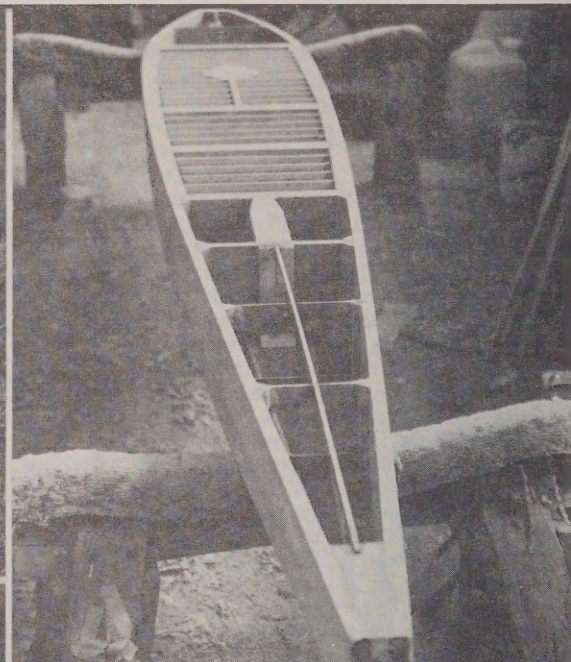
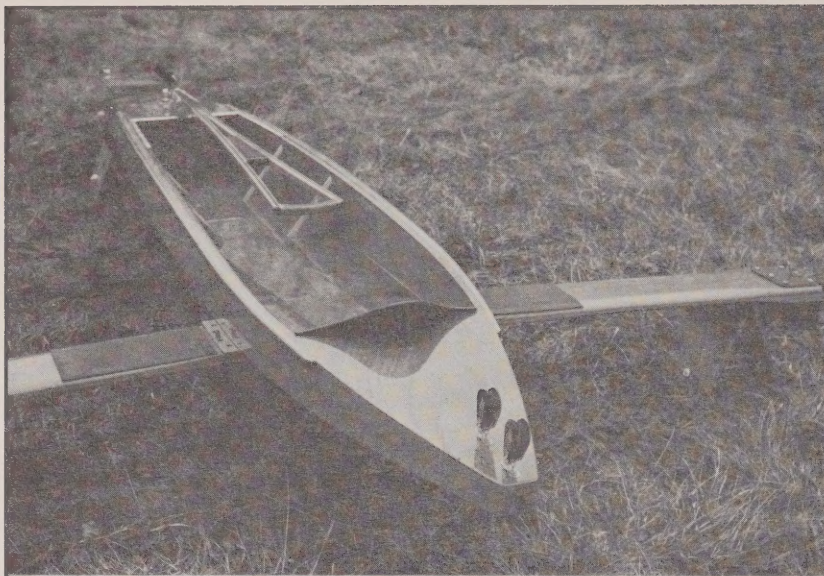
Report by Bob Hicks

Photos by Ken Bauser & Bob Hicks

must be "right" within a quite narrow set of requirements, mainly relatively clear, smooth ice, over 6 inches thick for safety, smooth enough to not have a surface that will seriously cause handling difficulties, and clear of any sort of snow cover other than light powder. The best sites seem to be on windswept lakes without warm water springs that create thin spots or open water. Some winters only a few good days turn up, and having these also on a weekend is a really good break.

Ken's DN's are built to fit a class rule, within which there is quite a bit of room for experimentation. As mentioned earlier, these boats have a fuselage built up of two 5/8" thick side planks glued to a 3/4" thick (hollow) bottom, with a for-

deck that includes a substantial mast step (a ball and socket arrangement that permits the mast to swivel to align with the wind). The front runner is the steering one, controlled by a tiller which operates a drag link setup. The two rear runners are out at the ends of a cross plank, this a lamination of hardwoods in an arch, usually made to order for the weight of the buyer. The shrouds are connected to the ends of the runner plank. The mast can be angled back to change the center of effort. "We had one guy who kept on moving his further and further back," Ken tells the story. "The handling is better for a ways, as you get into a good weather helm situation. But one day he got moving and when he tried to turn to swing alongshore, the



The DN fuselage is more like a plane than a boat. Top left is a finished unit with tiller, hardware and runner plank in place. Below is a view of the underside before the bottom is put on. The two right hand photos show more of the internal construction.

front runner was so light from the forces being too far back, it wouldn't steer. He went into the woods at 30 mph!" So, experimenting has its perils.

The iceboater reclines in a sort of coffin shaped cockpit, lying almost prone, with head propped on the rear cockpit railing. The boom is just about clearance over one's nose when tacking hence this laid back arrangement. Also, of course, wind resistance is important at iceboat speeds, so again, get low. "We had one local person build a bigger DN fuselage for two people, raised the boom height and just went cruising," Ken replied to our inquiry about maybe not racing, but just iceboating for pleasure. So, it isn't necessary to have everything just so. Only if you intend to race.

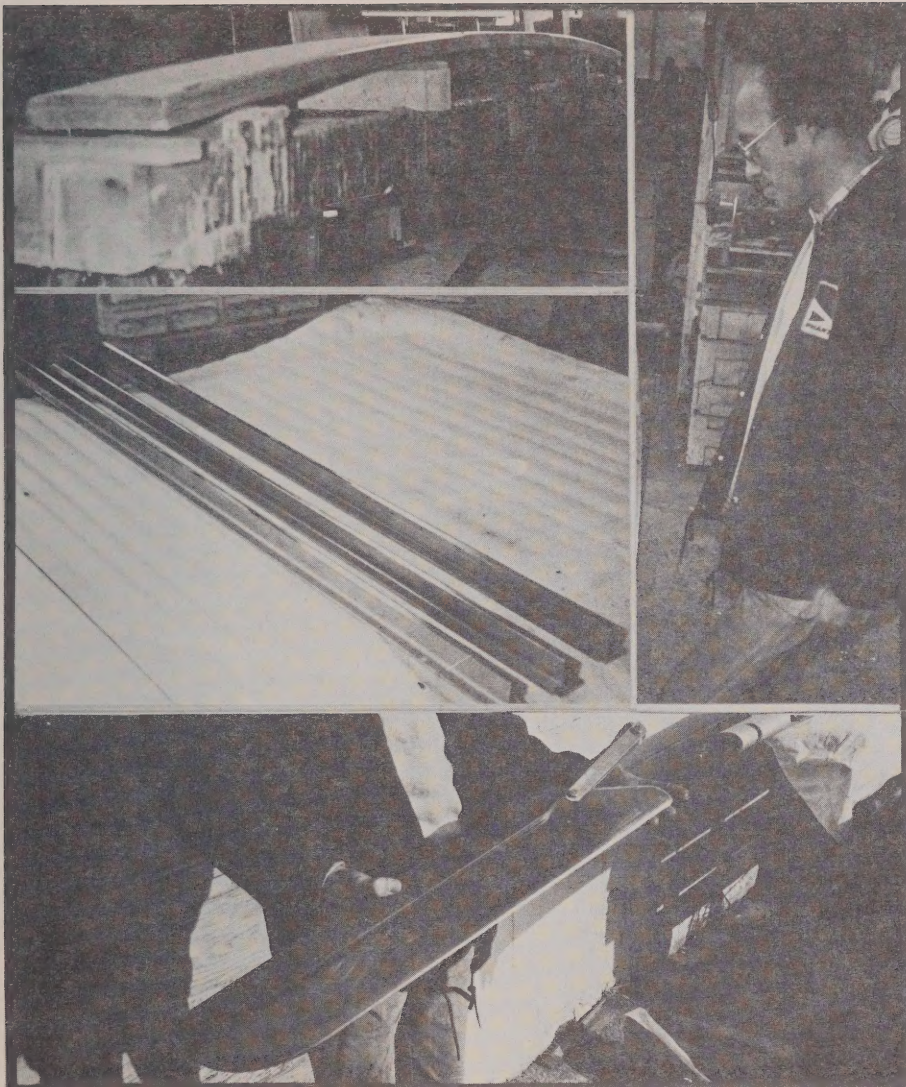
Like all other racing, iceboating has its neverending search for the winner's edge. Appropriately, the runners are included. Really serious racers go for very expensive (\$150 a set) imported stainless steel T-shape bars which are then further fabricated at further expense into final racing runners. The regular runners are hardened steel, not so costly, but not so fast either it seems.

All sorts of special rigging adjustment stuff can be had, just as in sailboat racing. Here I did have to agree that gaining several mph at 50 mph is more meaningful to this non-racer than the striving for another 2/10ths of a knot at 8 knots. Anyway, you can pay to play in a big way if you like.

Ken Bauser came into building wooden boats from the plastic boatfield. After getting a college degree in business administration, he ended up at Alcott, the Sunfish (and other such craft) maker in Waterbury, CT. Later he moved to New Jersey when some Alcott people left to form Howmar boats. Ken came from the north shore of Long Island where he grew up sailing in Lightnings and Blue Jays and such. He recalls not only racing in the Lightning, but camping with his family, under boom tent. His dad even rigged privacy canvas for family bedtimes. Ken didn't much like New Jersey, right in the middle of the industrial area. The pace of life, influenced by the New York city commuters, was just too hectic. At 40 years of age, he took another look at where he was going, and got out. Back to the Waterbury, CT area, and to Mor-

ris, where he already knew Ashley Austin, a long established local builder of DN iceboats and various wooden day-sailers and rowboats. It's not much of a boating area in this upcountry part of Connecticut. Local Waterbury water supply lakes aren't used, but there is a lake not far away that supports summer sailing and winter iceboating.

Ken moved into Ashley's shop, renting space, and began to build his own design of pram from plywood and epoxy. The Aqua B is an 8 footer (by 4 foot beam) while the Aero B is its sailing version. Ken will sell these in any stage of completion from unfinished rowing model to completely rigged sailing model, at prices ranging from around \$280 on up to just under \$1000. He marketed some of his production through marinas as yacht tenders. "For a while I contemplated real production," Ken explains, "But now I'm up to number 95, and thinking about knocking out 200 of these a year isn't so attractive an idea anymore." So Ken diversified into other craft, and like most beginning boatbuilders, undertook repair work too, that suited to his plywood/epoxy setup. He



Top left: Runner planks are laminated on this form, different amounts of wood for different weights of owners. Middle left: These are European made, very expensive T-bar runner stock in stainless steel. Bottom: The conventional runner assembly in hardened steel. Right, Ken contemplates where his decision to become a boat builder has led him.

has built several Blue Jays, the miniature 14 foot version of Sparkman & Stevens Lightning, and repaired several others for local people. He has also built the 11 foot Penguin and 10 foot Wiscasset Dinghy, along with the Optimist Pram. Recently he developed a sort of plain old 14 foot Bershire Skiff, mainly for local fisherman consumption. "Around here you don't much hear the term, 'pulling boat', they call them 'rowboats'", Ken explains. Hence the simple, rugged skiff.

1983 Was Ken's fourth year since he bailed out of his office job in the plastic boat world. "Well, I'm still here, but still don't know if it'll make it," he says about his business. He is single and works alone, and with the imminent retirement of his landlord from boatbuilding, due to increased sensitization to the epoxy resin, Ken is looking at pretty much being alone in fact, as well as in business, in the shop just outside of Morris.

The DN is built only to order, as are most of Ken's boats, aside from the original production pram. It costs about \$2300 all in, ready to race, with the standard gear. The craft is lovely, varnished gleaming natural wood finish, ex-

pensive stainless hardware, aluminum spars, a purposeful craft. He does have a couple of his DN's used, but ready to go for \$800 and \$900 each. These are very nicely made craft, indeed. There are second hand DN's around for about \$500 or so, these can be widely different in construction, as well as in condition. The stresses make older boats susceptible to breaking, even in half, so it pays to look carefully at any used bargains. Ken does suggest anyone thinking about trying ice boating look for a relatively inexpensive used craft first to give it a try. If the bug then bites, he invites you to consider his state-of-the-art DN. You can reach him at P.O. Box 53, Morris, CT 06763, PH: (203) 567-4190.

EDITOR'S NOTE: In our next issue we will look into a fiberglass iceboat built by a builder just outside of Boston, and bring you some of the viewpoint from that side of the "material" choice. And as soon as the ice is good and a race is scheduled within a morning's drive of eastern Massachusetts, we'll go have a look, and maybe even take a try (not racing) at this winter sailing sport.

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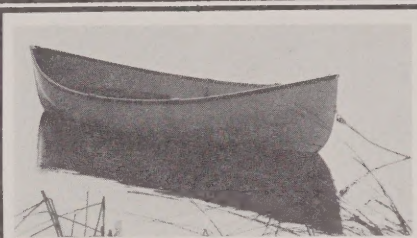
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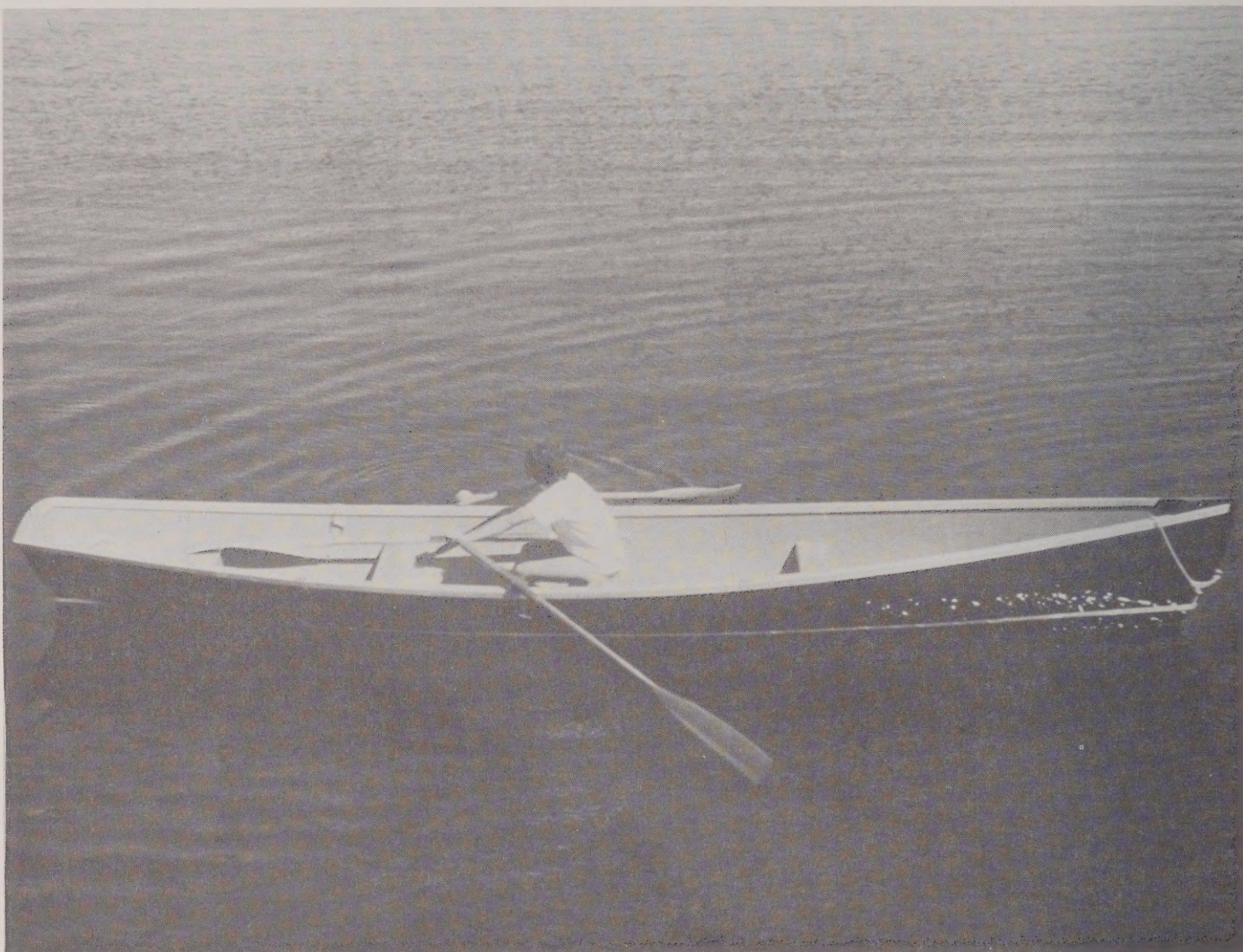
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21 Feet of Black Lightning

The boat is intimidating in appearance on the start line at a rowing race, 21 feet in length, shiny black, business-like looking for sure. Were it crewed by two or three big stalwart college athletes it probably would simply psych out anyone contemplating the impending contest. But the crew of one slender, fit but middle aged man, one robust but still youthful high school boy and a 13 year old girl would tend to moderate to some degree the threat the sleek back craft presented. But, wrong, this family crew went on to four straight wins in four rowing races entered in 1983, carrying out the initial impression of the craft as being a winner.

Chuck Mainville designed the boat. He built it with assistance from Norm Bourgeois, professional fiberglass fabricator. Chuck's son Frank and daughter Kristina team up with him as crew and they make, unlikely as it might at first seem, a winning team. Chuck's wife Doris and two younger daughters, Joan and Denise form the support team, helping get the big boat ready and cheering on the crew. It's a full family effort, all for the fun of it. Yes, but Chuck does have a bit of a glint in his eye when he discus-

ses the way the boat moves, he says he's not "seriously" competitive but if they do decide to enter a race they do so with full intent to win.

The "Fast Rowing Boat" as Chuck characterizes it, is indeed 21 feet long and very narrow, especially at the waterline. Heavily built of fiberglass, it is not very light, weighing in at about 300 lbs. "We built it for splitting rocks in Maine," Chuck explains. The family isn't into just rowing in races, they also use the boat on annual camping trips down Maine, as well as for recreational rowing on the nearby Sudbury River. "It's much too heavy for really serious rowing competition," Chuck goes on, "so we're going to build another this winter half the heft of this one." Chuck has noted that around 150 lbs seems acceptable in the "traditional" class they enter. Traditional? Well, yes, the boat looks traditional in style, uses traditional gunwale mounted oarlocks. It's not unlike a number of other present day reproductions of traditional craft built in fiberglass. But it isn't a reproduction.

"When I decided to design and build my own boat, I did a lot of research on

the better traditional hulls and then went ahead and tweaked things around until I liked what I had," Chuck says. He's not a naval architect, he's a consultant in a field unrelated to boats. But he's been involved with boats since the '60's and is getting moreso now that he's pretty much settled down to stay in the greater Boston area. Chuck built a 26 foot wooden sailboat while in the Coast Guard in Florida back in the early '60's, and he and his wife Doris sailed and sailed, as they moved northward chasing career opportunities, they got to experience coastal waters from Florida to the Chesapeake and on the New England. They raced the boat for several years and got very involved in that serious business.

In time they began to notice that they were having a lot of fun rowing the dinghy around, in fact the kids began to consider it as "their" boat. Trying out a more serious pulling boat type soon convinced Chuck that this could be the wave of the future for the Mainville family, and in 1981 he undertook to design and build the present boat. It has been referred to as a "pilot's gig," a long "Whitehall" and a "cutter," but Chuck

says it's just a "pulling boat". The description of it as a "fast rowing boat" appears in his recently placed advertising in the classified pages in a couple of the major boating magazines. Chuck is interested in building replicas of the boat to order, and his prices start at \$1990.

The four races entered in 1983 were at Pawcatuck, RI, Rockport, ME, Gerrish Island, NH, and Concord, MA. In all of them, the Mainville's were entered in the traditional class, in some cases in a multiple oarsman group, in others just as one of the "traditional" boats. The Pawcatuck was their first outing and they enjoyed it so much that they decided to go for a few more during the season. The Gerrish Island race was the most challenging. "We got behind our main competition in those narrow marsh channels," Chuck says. "We kept running aground on the sharp turns, so finally I had Kris go forward and just fend off with an oar, while Frank and I rowed on through." Once out into open water, the team closed in on the competition, double team of Gribbell and Fasold, solo winner O'Reilly. As it happened, they were just overtaking one competitor when Chuck rested oars to grab a drink from the canteen, it had been exhausting work getting out through the marsh. "Just as we went on by, there I was having a drink while two teenagers were moving the boat. I was later told that just did it psychologically, being passed by a teenage team in this very big rowboat."

What makes this boat go so well? I cannot explain it, I'm no naval architect either. Chuck will talk about wetted surface versus waterline length, things like prismatic co-efficient, all that. It seems to add up to the fact that the boat has a very long waterline with a theoretical hull speed of 5 to 6 knots, it has a very small wetted hull surface to go with this, and so, despite it's weight, it moves right out when the crew sets to work.

Chuck is quick to point out that his two teen age children who crew with him are not layabouts. Frank trains very assiduously, as does Kristina, not just to row, but for sports like cross country skiing. Now Frank has shown an interest in serious rowing in sliding seat/rigger craft. "Actually, I expect to build two lightweight versions this winter," Chuck

explains. "We'll set one up as this is with three rowing stations, oarlocks on the gunwales. We'll set up the other with two sliding rigger outfits and enter it in the sliding seat class where it runs." Who will do all this rowing? "Well, Frank has a friend who is interested and probably the two young men will have a go with the sliding rigger, and my younger daughters are anxious to get onto the crew with me." Getting two of the lighter craft up onto the maxi-van could be a design project in itself, but Chuck is not concerned. The family has a way of just going ahead and doing whatever it must to achieve its goals.

There's one other project that's stealing from Chuck's free time he can devote to the next generation of his unique craft. "We bought several acres of land in another part of town to build a new house on," Chuck explains, "so I have that to contend with. Of course," he goes on, "there's this barn already on the property, make a nice workshop." Indeed. With his own shop right at home, what then?

Chuck is letting the whole project develop along its natural course. The enjoyment of rowing came to supercede that of sailing, the boat built for family recreational rowing and cruising/camping turned out to be a serious competition craft, a lighter version will be even more so, and one fitted out with two sliding riggers should really set a pace. Chuck is going to follow it where it goes. "The best part of this racing has been the new friendships we've made," Chuck says. Doris quickly agrees, and adds, "It's a really great family adventure, right at the time when the children can best enjoy it with us."

The Mainvilles expect to be at a larger number of rowing races in 1984, what with two new boats to try out, you'll spot them easily if you're there. But they will also be up splitting rocks on Maine's Moosehead Lake, cruising and camping in this sleek, black pulling boat, an idea that became a reality, a camper/cruiser that doubles as a racer when the spirit moves this involved family.

If you are interested in what Chuck Mainville has here, you can contact him at P.O. Box 424, Sudbury, MA 01776, or phone him at (617) 443-3691.

Top right: An inside look. Bottom right: The crew readies for the Icebreaker Race in November, Kristin, Frank and Chuck. Below: Denise dreams of her chance at the oars.



What's happening...

JANUARY 12-22: MARITIME COLLECTORS COLLOQUIUM, NEW YORK BOAT SHOW, NEW YORK CITY.

Experts in the field of collecting maritime art and antiques will hold daily lectures and conferences during the run of the New York Boat Show. This is aimed at serious collectors to provide practical knowledge for more effective collecting. The daily one hour lecture will be supplemented by the opportunity for one on one conferences at the Sea Heritage exhibit booth. The schedule is as follows:

January 12, 4 p.m.: Ocean Liner Memorabilia, Frank Braynard.

January 14, 4 p.m.: Antiquarian Maritime Books, John Burnett Morris.

January 14, 2:30 p.m.: Antiquarian Marine Books, Don Sharo.

January 14, 4 p.m.: Contemporary Marine Painters, Peter Sorlien.

January 15, 4 p.m.: Ship's Portraits, Patricia Smith.

January 17, 5:30 p.m.: Scrimshaw, Barbara, Johnson.

January 18, 5:30 p.m.: Sailor's Primitive Art, Norman Brouwer.

January 19, 5:30 p.m.: Antique Chronometers, James P. Connors.

January 20, 5:30 p.m.: Antique Ship Models, R. Michael Wall.

January 21, 2:30 p.m.: Limited Edition Maritime Prints, Bernie Klay.

January 21, 4 p.m.: Antiquarian Maritime Painters, Sandy Smith.

For further information you can call Bernie Klay anytime at (212) 343-9575.

STERLING COLLEGE CANOE BUILDING COURSE, CRAFTSBURY COMMON, VT. MAY 12 - 20:

This is real early announcement of this course so that anyone who might be interested will have time to arrange for the nine day total immersion program (well, hopefully not in the water on the canoe trip). The concept is to instruct a maximum of eight persons in building and using traditional canoes. The building portion is under the direction of Horace Strong at his canoe building and repair shop in Craftsbury Common. The canoeing training and the expedition are directed by David Brown. The first five days include morning and evening building of a traditional wood and canvas canoe at Strong's. Afternoons will include preparation for the expedition, practicing necessary skills, etc. The last four days will be an expedition somewhere in northern New England. At the conclusion, the names of all eight participants will be placed in a hat and one drawn to take home the completed canoe. All-in cost is \$750, complete. For further details contact the Canoe Building Short Course, Sterling College, Craftsbury Ctr. VT 05827. The phone is (802) 586-2561.

JANUARY 17 & 19: STEAM BENDING WORKSHOP, MAINE MARITIME MUSEUM, BATH, ME.

The Maine Maritime Museum is sponsoring a winter series of workshops on subjects of interest to traditional small craft enthusiasts. Each workshop consists of two three hour sessions, on Tuesday and Thursday evenings. The fee for each is \$35 for non-members, \$25 for members of the Museum. Each workshop is limited to eight participants, so early registration is advised. To register, call Dennis Thoet at (207) 443-6311 during business hours.

The January program in this series will feature instructors Will Ansell and Greg Rossel on construction of a steam box, making forms, selecting bending stock for frames, coamings, etc.

JANUARY 31: STEAMSHIP LECTURE, PEABODY MUSEUM, SALEM, MA.

A new Steam and the Sea permanent exhibit opened in October at the Peabody Museum in Salem, MA and this lecture is one of the scheduled special features of the exhibit. Entitled, "Ocean Liners, Profiles, Promenades and Public Rooms, the lecture is at 7:30 p.m. No extra admission charge over regular Museum admission is made. John Maxtone-Graham, author of THE ONLY WAY TO CROSS is lecturer.

The entire exhibit is fascinating to anyone enamored of the great days of steamships on the seas. Curator of Maritime History Paul Johnston was responsible for this major new display, and also wrote an accompanying book, STEAM AND THE SEA, available from the Museum for \$25 clothbound, \$15 in paperback. It is an 8 x 10 size, 96 pages, with many old photographs never before published. For further information contact the Peabody Museum, East India Square, Salem, MA 01970.

REAL RUNABOUT POSTERS

Bob Speltz, the man who wrote those books on the real runabouts, has three great posters available for the mahogany speedboat fan. Each is 23" x 29" in full color on white poster stock. Each sells for \$9.65. The REAL RUNABOUTS feature color photos of 53 runabouts, old and new. CHRIS CRAFT has 49 color photos of models from 1924 through 1965. CENTURY shows 36 color photos from 1927 through 1967. You can order them from Speltz at Antique Boat Posters, 505 Albert Lea St. Albert Lea, MN 56007. Add for postage, \$1.20 for one, \$1.70 for two, \$2.00 for all three. They come rolled in a cardboard tube. Nice items.

FEBRUARY 2: CONNECTICUT RIVER OAR & PADDLE SOCIETY MONTHLY MEETING, OLD SAYBROOK, CT.

The February meeting of this group will feature a lecture on the geographical and cultural history of the Connecticut River Valley, at 7 p.m. at the Seth Persson Boatyard in Old Saybrook. For more details, call Jon Persson at (203) 388-2343.

Beginning in April, this group plans monthly outings on the Connecticut River for members and friends. Look into it if you live in the area.

FEBRUARY 3: PEABODY MUSEUM TSCA ANNUAL POTLUCK SUPPER, PEABODY MUSEUM, SALEM, MA.

This will be the fourth annual potluck supper meeting for the Traditional Small Craft Association at the Peabody Museum. It is open to members and guests, beginning at 7 p.m. For more details call Bob Hicks at (617) 774-0906.

FEBRUARY 14 & 16: SURVEYING WOODEN BOATS WORKSHOP, MAINE MARITIME MUSEUM, BATH, ME.

The February program in the series described under the January 17 & 19 heading above will feature marine surveyor Jan Bijhouwer discussing what surveying can do for anyone contemplating purchase of a wooden boat.

FEBRUARY 25: ANNUAL SNOW ROW RACE, HULL, MA.

The Hull Lifesaving Museum sponsors this annual rowing competition in mid-winter, with full local Coast Guard cooperation. It's open to experienced oarsmen and paddlers, traditional boats, sea kayaks, etc. Boats must be seaworthy craft as race is held in area where seas can be significant. The start is at 2 p.m. and there's usually a pretty good post event party. For further details contact Ed McCabe at 24 Fairmount Dr. in Hull, MA 02045.

FEBRUARY 26: STEAMSHIP LECTURE, PEABODY MUSEUM, SALEM, MA.

Second in a series of lectures as detailed under the January 31st heading on this page, this is entitled, "Odds and Ends of Steamship Design. Lecturer is John Waterhouse, Curator of the Hart Nautical Collections at the MIT Museum in Cambridge, MA. He will discuss the naval architecture of the big steamships. No admission is charged above the regular Museum admission.

LET US KNOW WHAT YOU ARE DOING MESSING ABOUT IN BOATS, WE'LL FIND A SPOT ON THESE PAGES FOR YOU. CALL US OR WRITE.



Captain Francis E. "Biff" Bowker, who has skippered Mystic Seaport's sail training schooner, **BRILLIANT**, for the past 22 years and served on her as mate three years prior to that, retired from these duties as of the end of 1983. It was his second retirement, he first retired from the sea back in 1944 due to illness after a life, up to then, spent on coasting schooners and on North Atlantic convoys during World War II. "Biff" will be succeeded by George Moffett who has served as mate the past two years.

BRILLIANT typically makes about 18 cruises a season on Long Island Sound crewed by young people aged 15 to 20 enrolled in the Seaport's advanced sail training program. She came to Mystic as a gift from wealthy sportsman Briggs Cunningham, who still contributes to the upkeep of the lovely 61 foot schooner. Built in 1932, she was raced across the Atlantic, once turning a near record time of 15 days, 1 hour, 23 minutes. World War II saw her in the Coast Guard, following which service she came into Cunningham's hands.

APPALACHIAN MOUNTAIN CLUB CANOE PROGRAMS:

The AMC has an extensive canoeing program that runs from March through October, usually under direction of the area chapters. Chuck Wright, Canoe Chairman for the southeastern Massachusetts Chapter states that they are out leading canoe day trips almost every weekend on local rivers, ponds and tidal waters. Additionally, several weekend canoe camping trips both locally and in northern New England are arranged, as well as two or three week-long wilderness trips to northern New England or Canada. AMC also travels to whitewater sites and teaches flatwater and whitewater canoeing. Anyone in southeastern Massachusetts interested can contact Chuck Wright at P.O. Box 814, No. Falmouth, MA 02556. For other areas contact the AMC at 5 Joy St. Boston, MA 02108.

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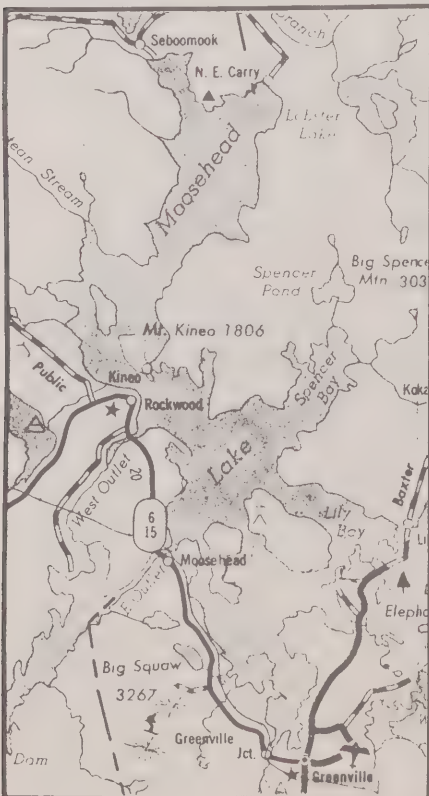
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EDITOR'S NOTE: Most of us who are messing about in boats in some way are so doing in modest scale, but we do hear periodically of larger group efforts to mess about with boats, such as preserve or restore. Various historic and preservationist societies and some museums are engaged in the sort of thing we mention. One that has come our way here in New England is the effort way down in north-western Maine to get the last of the Moosehead Lake steamboats back into service. The KATAHDIN is a National Historic Landmark and the property of the Moosehead Marine Museum. It is the hope of the KATAHDIN restorers to have the 115 foot, 250 ton ship operational by the summer of 1984. It is our hope to travel to Moosehead Lake next summer to get a close up look at this project, along with exploration of that lake in our own small boat. Now, in the middle of winter, here's a sort of preview of what is happening in those great north woods.



Moosehead Marine Museum To Save the KATE

The history of the Katahdin is tied directly with the long line of steam-powered vessels that have had such a dramatic influence on the Moosehead Lake region. To many people, the mention of steamboats conjures up images of Mississippi River paddle wheelers; some may even think of the larger coastal vessels, but few think of the lake steamers that made such a significant contribution to the development of our country. Their tasks consisted of hauling large rafts of logs (called booms), the transportation of mail, supplies, hunters, guides, local residents, tourists, equipment, railroad cars and livestock. Their sizes were as varied as their tasks, from motorized canoes to vessels over 90 feet long, and the KATAHDIN, which is 115 feet long and weighed 250 tons, was Queen of the Fleet. The importance of these steamboats to the transportation system should not be diminished by lack of awareness and recognition today.

Moosehead Lake is a striking example of the effect of these lake steamers. In 1835, the AMPHITRITE (90 feet long and wide beamed) was launched on Moosehead Lake. This was the first of over 50 steamboats that have worked the Lake. They delivered a myriad of goods and passengers to colorful places such as: Moose Island, the Capens on Deer Island, Wilson's (at the East Outlet, the source of the Kennebec River), Rockwood, the Kineo Peninsula (the world famous Mount Kineo and the grandeur of the 500 bedroom Mount Kineo House, the Seboomook House and North East Carry. Until the road was completed up to Rockwood in 1935 (20 miles up the west side of the Lake) the only way to get up the Lake was by these steam vessels. They would travel from the Junction to Lily Bay, to Burnt Jacket, Sugar Island to North West Carry. Tourists would travel up to 30 hours by train from Washington, Philadelphia, New York or Boston, followed by a 2 hour

boat trip just to enjoy the beauty of the region. Before Rt. 201 was built to connect central Maine with Canada to the north, it was customary for people to drive their cars to the Greenville Junction and then drive them onto the KATAHDIN or the scows that she would tow. After the trip to the head of the Lake, 41 miles to the north, they could pick up the Old Canada Road and continue on to Montreal.

The original KATAHDIN was built in 1896 by Major Bigney of Greenville and Charles B. Harrington of Bath. She was 111 feet long overall with a beam of 28 feet and a draft of 6-1/2 feet. This vessel had a short life of only 17 years because on May 13, 1913, she caught fire just off Sand Bar Island and burned to the waterline. Fortunately there were no casualties as Captain Charles J. Robinson acted quickly in the emergency. The cause of the fire was never determined and speculation has attributed to a boiler explosion.

The loss of the KATAHDIN (the largest ship of the fleet) was dealt with immediately. S.W. Philbrick and another member of the Board travelled down to Bath to the young shipbuilding firm, the Bath Ironworks. They contracted that firm to build a 109 foot steel hull for a second KATAHDIN. This 3/8" thick steel hull was the 63rd built by BIW and was shipped to Moosehead Lake by railroad and assembled at the Coburn Steamboat Company boatyard under the supervision of Charles B. Harrington. The superstructure was built on site under the expert direction of Frank A. Purington, a joiner from Bath.

On August 20, 1914 the lake steamer KATAHDIN was launched on Moosehead Lake. She was licensed to carry 200 passengers and would tow over 6,000 cord of wood. She was steam powered through 1922 and in the winter of 1922-1923 was converted to diesel (Fairbanks Morse engine).

Photos right from top: The KATAHDIN ready to embark in the early 1920's with two scowloads of automobiles. The last log drive in 1975, KATAHDIN was designated a National Historic Landmark as a result of her participation in this event. KATAHDIN in late summer of 1983, afloat again and undergoing finishing off for a planned for summer of 1984 cruising season.

Photos from Moosehead Marine Museum

With the coming of the roads, the need for the slow travel of the steamboats was no longer necessary. The KATAHDIN made her last run for the Coburn Steamboat Company on September 11, 1938. Later that year she was sold to the Hollingsworth Paper Company for the express purpose of hauling logs in large quantities in rafts as large as 6,000 cords. Prior to this shift, the steamboats would haul logs for firms like the Moose River Log Drive Company only between ice out in early May and the arrival of the summer residents for their vacations in June. In 1954 Scott Paper Co. purchased the H & W Company and all of its equipment. The KATE was hauled out for limited repairs and then carried on until finally, in 1975 she was utilized in the Last Log Drive, which participation earned her official recognition as a National Historic Landmark.

Restoration and preservation of the KATAHDIN is the major focus of the Moosehead Marine Museum, located in Greenville. A landmark day towards this objective was July 16, 1983, when the partly restored KATAHDIN was launched again onto the waters of Moosehead Lake, just under 70 years after she originally was floated on the Lake. The Museum has raised some \$50,000 in local funding, received a \$20,000 grant from the Maine Historic Preservation Commission, and looks forward to completion of fitting out in time for the summer of 1984, when the KATE should begin again to function as an excursion boat. Rebuilding the KATE has been much like redoing an old house, gathering from the list of repairs and replacements in the Museum's newsletter. Much help from a variety of Maine business firms has been supplied, materials, supplies, services. While the KATAHDIN is referred to as a "steamboat", she is actually powered today with two GMC diesels. Even servicing of these has been offered by a leading diesel sales and service firm in the state.

It sounds as if this particular dream of recapturing a past heritage of maritime history is moving to a successful conclusion. A cruise on a restored 1914 Moosehead Lake steamboat ought to be worth the 8 hour drive from the Boston area.

Report from Elliott N. Levy, Executive Director, Moosehead Marine Museum.



the SPEEDSTER

From available records, Gar Wood built less than 30 of his 16' Speedster runabouts between 1934 and 1938. According to those who chronicle such matters only five original boats are known to still exist. A group of Gar Wood enthusiasts in western New York undertook in 1982 to test an original 1935 model, and subsequently decided to go into replica production. A fiberglass mold was taken off the original of the

bottom, sides and transom, to provide an exact duplicate of the original hull design.

In this mold, a fiberglass hull is laid up. Onto this is bonded a 1/16" layer of Honduras mahogany, using West System resin. The deck beams, planking, covering board and instrument panel are all duplicates of original construction. The deck is Honduras mahogany stained with original Gar Wood stain. All the

hardware and its location is likewise of original specification.

The original boats had full length cypress planks on the double planked bottom. These were strong and tough for racing. The sides and decks were planked in mahogany, mostly 1/2" but in some cases 3/8" for lighter weight. Original power offered several Chrysler or Gray marine engines, the standard 92 hp Chrysler was said to produce about a 40 mph top speed. The replica is fitted with a Crusader V-6 marine engine developing 165 hp.

The finest tribute to the designer of the Speedster is its ride and performance. She rides flat and solid on the water, according to the replica builders, turns and handles like a modern racer. Yet the boat is comfortable with a smooth, dry ride, the hull shape and chine throwing even heavy wakes away from the boat, rather than into the rear-set two seat cockpit.

According to the replica builders' announcement, a limited number of these boats are being built in 1983 and 1984. The initial announced price was set at \$15,000. If you want to know more about this particular nostalgia trip in runabouts, contact Jafco Marina, 2192 Niagara St. Buffalo, NY 14207, phone (716) 876-5944.

Report & Photos from Publicity Release



16' SPEEDSTER

SPECIFICATIONS:

16' Speedster	
Length Overall	16' 0"
Beam - extreme	5' 4"
Draft - extreme	1' 4"
Freeboard forward	2' 1"
Freeboard aft	1' 5"
Seating capacity	2
Fuel capacity (gallons)	20
Speed	50 MPH

HULL CONSTRUCTION:

Bottom	hand lay up with balsa core liner; fiber-core bottom and hull side frames; full length Douglas Fir engine stringers
Hull sides	Fiberglass to gunnel with 1/16" Honduras mahogany West system overlay
Decks	traditional wood construction - Honduras mahogany/West system overlay on 1/2" marine plywood
Fasteners	Bronze, stainless steel, West system epoxy
Propeller shaft	1" Stainless steel
Rudder	Bronze
Strut	Bronze
Strut Bearing	Cutlass rubber

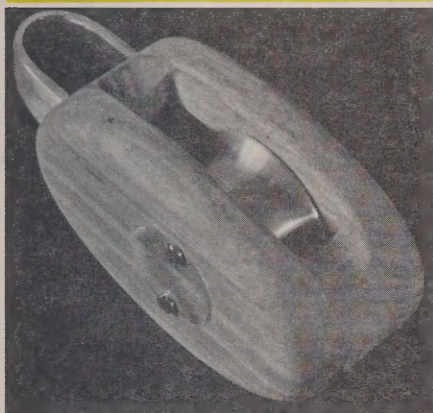
STANDARD EQUIPMENT:

Crusader V-6 Gasoline Marine engine, 229 cu. in. displacement developing 165 hp at 4400 RPM;	
1:1 Warner reverse gear • Three point engine alarm system • Neutral start positive safety switch	
12 volt negative ground, 50 amp alternator • Brass impeller water pump • Oil filter • Lube oil removal tube • Six-way adjustable engine mounts • Exhaust risers • Limited 1 year warranty on parts and labor (see Owner's Manual for details)	

STANDARD EQUIPMENT:

Bilge pump - automatic	1
Battery - 12 volt	1
Bottom paint - Red or Green Anti-foul	yes
Burgee and pole - Gar Wood	1
Chocks	5
Cleats	4
Cockpit floor covering - Rubber (black)	yes
Cradle - wood	1
Cutwater - stainless steel	yes
Dock lines	2
Electric horn	1
Electric running lights (Coast Guard approved)	yes
Ensign and staff	1
Gauge, ammeter	yes
Gauge, oil pressure/alarm	yes
Gauge, tachometer	yes
Water temperature alarm	yes
Hardware finish - chrome plated	yes
Hull finish - Gar Wood natural mahogany	yes
Instrument panel lights	yes
Lifting rings - fore and aft	yes
Name - Gar Wood on bow	yes
Name - transom lettered (if received with order)	yes
Step pads - Gar Wood	2
Step pad frames	2
Upholstery - Red or Green simulated leather	yes
Ventilators - engine room	4
Ventilation - fuel compartment	yes
Windshield with safety glass	yes

Wood Shell Block Building



Maybe you have noticed the ad currently running in our classified section for Bainbridge Blocks. Bob Chapel, the man making the blocks, is a long time wooden boat enthusiast who decided it was time that small boats could get good wooden blocks rather than have to fit modern hi-tech plastic and stainless hardware to otherwise traditional craft.

Bob's father and grandfather were both carpenters and cabinetmakers. Bob inherited his grandfather's tools some years ago which led him into woodworking. He also admits to being a perfectionist, sometimes a frustrating characteristic. He says he's always messed about in boats, pestering boat builders, reading, getting onto the water at every opportunity. He has owned a 29', five ton gaff sloop, and presently owns a 16' Boston Ship Chandler's Whitehall and a pretty little 16' gaff rigged pocket cru-

er (We've asked Bob for photos, description, drawings, whatever, on that one). Since 1975 Bob has been secretary of the Traditional Wooden Boat Society, based in Seattle, WA, and he edits its quarterly journal, *LINES & OFFSETS*.

Bob has the following to say about his manufacture of wooden shell blocks:

BLOCKMAKING - It looks very simple, but I have counted 39 different operations required to make a single sheave block. Also, there are some not-so-obvious design considerations involved. This is perhaps why so few small companies have gone into blockmaking and why individuals find it so daunting to make their own blocks. The trade of blockmaker goes back centuries and there is not much that has changed about the way blocks are made. Blockmaking was always labor intensive and remains so today.

Bainbridge Blocks are made with ash shells. Whitish in appearance, ash weighs 35 to 42 pounds per cubic foot when air dry. It is recognized for its stability and toughness, having long been used by coachbuilders, wheelwrights and blockmakers. It is easily worked, not hard on cutting tools and presently available at moderate cost, all important factors in keeping prices down.

It's the strap that carries the load in a block though, not the shell, so the strap must be strong and not prone to sudden unpredictable failure. The strap is fabricated from silicon bronze plate, of known tensile strength and not castings, which can fail unpredictably. This is an important matter for blocks which often carry heavy loads.

The sheave material is SAE 660

Bearing Bronze. This material is forged in solid round rod and then turned on a lathe to produce strong, uniform sheaves. The sheaves are four times the diameter of the line for which they are intended, and the grooves are deep enough to accept one-half the line diameter.

The sheaves turn on axles consisting of 304 stainless steel rod which constitutes a natural bearing with the bronze sheave. Dis-similar metals are necessary here to prevent galling which would occur if both axle and sheave were of bronze.

Each ash shell is first glued together with epoxy glue and then four threaded bronze rods are inserted thru the pieces to make certain the shell stays together. Once worked into shape, each shell is carefully sanded and finished, as the wood is the principal factor in the block's appearance. When completed, the shells are soaked in oil. This enables a savings on labor cost as anyone can varnish their own blocks if they choose, but varnished shells are available at a slight extra charge.

Our two small boat sizes are for 1/4" and 3/8" lines. The 1/4" block measures 2-5/8" with a 1-1/4" diameter sheave and is rated for a safe working load of 1200 lbs with calculated breaking strength of 4600 lbs. The larger block measures 3-1/8", has a safe working load of 2400 lbs and a calculated breaking strength of 7200 lbs, and is fitted with a 1-1/2" diameter sheave.

Our prices are \$26 for the 1/4" single sheave, \$38 for the 1/4" double sheave, \$30 for the 3/8" single sheave and \$44 for the 3/8" double sheave.

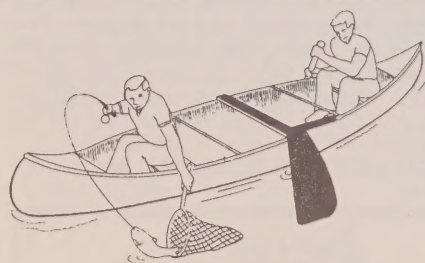
For further details and our brochure, send us a 20¢ stamped, self addressed envelope, Bainbridge Blocks, 1101 Wing Point Way, Bainbridge Island, WA 98110.

Canoe Conveniences

Mishipman Seat and Steady Fin are a couple of devices developed by long time boat nut, paddler, writer Bob Whittier of Duxbury, MA. Bob came up with these to deal with two situations he felt were uncomfortable in canoeing.



The Midshipman Seat is for solo paddling, it converts the canoe to a sort of kayak concept, the solo paddler now sits amidships in the comfortable, low positioned seat and uses a double paddle. This circumvents the stability problems arising from trying to paddle solo from the stern, according to Whittier. Also included is an adjustable footrest.



The Steady Fin is much like a lee-board, it clamps to a gunwale and provides some degree of dampening to the quick roll of a canoe when one person leans or reaches out, such as when netting a fish. Whittier says it will not, of course, prevent a capsize from serious imbalancing, but does subdue the quickest motions arising from any sudden shift sideways in the canoe.

Whittier offers plans for these two easy-to-make items at \$3 postpaid and \$5 for both as part of his Seamaster Workshop Series. His address is Box T, Duxbury, MA 02332.

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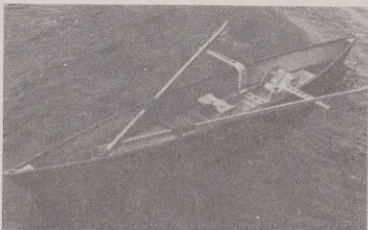


Here at last is a kit boat for sliding seat rowing that not only is easy and fun to assemble, but offers smoothness and speed never before known in a plywood boat.

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TED BOSNICK, Somerville, MA. (617) 666-0890 after 5 p.m.

WANTED: Four man inflatable for rowing yacht tender.
TED BRAINARD, Marion, MA (617) 748-0366 days.

24' HOLLOW BOX MAST, wooden plus 18' x 10' mainsail and 14' x 6' jib, both dacron and rigging. \$400.
DAVID GILROY, Hartford, CT (203) 566-8188 days.

18' INBOARD LAUNCH built in 1941 by Cape Cod Shipbuilding. Has 4-112 Grey Marine. Hull fair, engine rough. Asking \$450.
JOHN WHEBLE, Kingston, MA (617) 585-6962.

WANTED: Cylinder head, head gasket, lower half of powerhead cowl and propeller for Johnson 5 hp Model TN outboard, vintage around 1950.
BOB WHITTIER, Box T, Duxbury, MA 02331.

WINTER RESTORATION PROJECT: 18' vintage motor launch hull, bare hull only, needs a lot of work, but lines are fair, structure is solid. Good start for someone wanting a vintage inboard launch. Needs major transom work, some hull plank replacement and refastening, recaulking, much paint removal. Has all interior wood trim in place. Priced at \$195, starter kit for a nice looking inboard launch. Could take steam power easily.
BOB HICKS, Wenham, MA 9617) 774-0906.



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INFORMATION WANTED: I have just restored a Morris #158-A 15' cedar, canvas pea pod. I need help establishing the age of this boat.
GEORGE FATULLA, RFD #1, Box 258, Robbinston, ME 04671.

SEA CHANTEYS ON CASSETTE: Ten rollicking rousers sung by the X Seamens Institute quartet. \$10 postpaid and guaranteed.
SEA HERITAGE, 254-26 75th Ave. Glen Oaks, NY 11004

WANTED: Grumman sailing rig, Class C, 55 sq. ft.
DICK DUNCAN, Wall St. Cold Spring, NY 10516, (914) 265-2178.

12' 6" SITKA SPRUCE MAST, 3" diameter, Deks Olje finish with slot at masthead for main halyard block. Was a 15' unstayed mast that broke leaving the top 12' 6" that I cannot use. \$75.
KEVIN HARDING, SO. CHELMSFORD, MA (617) 256-8681.

USED 1983 SEA KAYAK DEMONSTRATORS: All excellent condition, ready to paddle. UMNAK 15' 5" Kevlar, hatches, bilge pump, deck lines, \$810. UMNAK fiberglass, all orange, deck lines, hatch, \$600. SEAFARER K-1, 16' 8" Kevlar with green deck, rear deck hatch, \$820. SEAFARER K-2, 20' fiberglass, rudder, translucent red, \$1000.
DOUG BUSHNELL, West Side Boat Shop, P.O. Box 157, Station B, Buffalo, NY 14207, (716) 877-3305.

CHINESE LUG RIG, yard, battens and sail for a 31' Southern Cross cruising sloop. Excellent condition, reasonably priced.
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WANTED: Old mahogany runabouts such as Chris Crafts, Gar Woods, Hacker-crafts, for restoration. Also wanted are hardware, literature, pictures, models or any information relating to antique runabouts. DAVE PEACH, Marblehead, MA (617) 631-5571.

4-CYLINDER BRENNAN IMP marine engine in good running order. One 15' Chris Craft Cavalier, needs varnishing and bottom paint, new upholstery. Several wood and fiberglass boats, 14' to 22'. Hardware for inboard and outboard boats. DON FARNSWORTH, China, ME (207) 968-2932 or (207) 968-2011.

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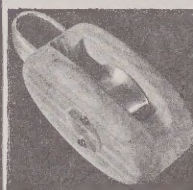
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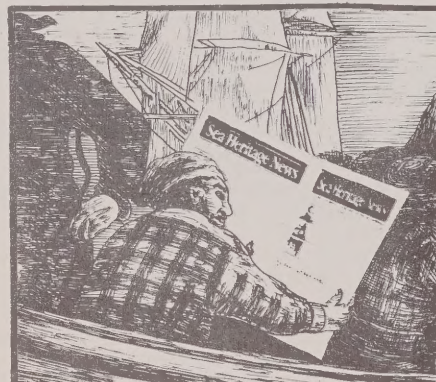


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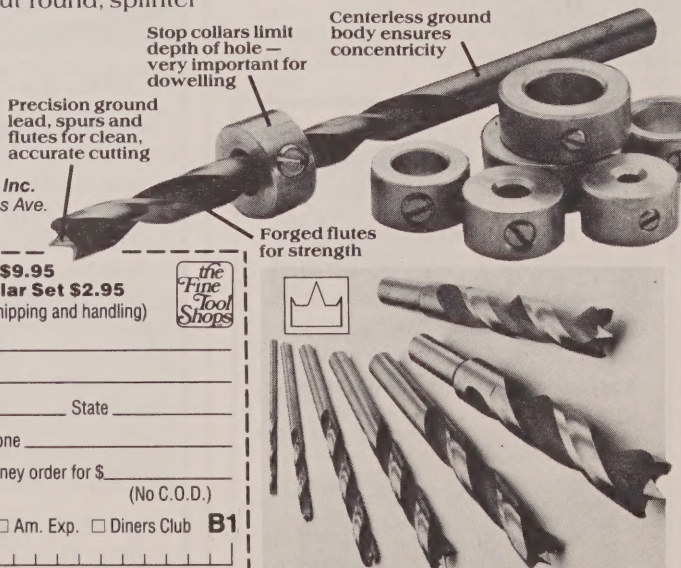
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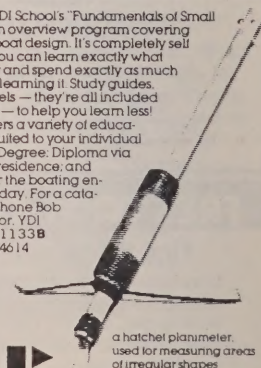
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